

FEW DOLLARS MIGHT HAVE SAVED VESSEL AND HUMAN FREIGHT

(Continued From First Page.)

until he is no longer needed. Mr. Ismay was to have been recalled to the witness chair to-day, but may be recalled to-morrow, though that has not been determined.

It was decided also to call no more passenger witnesses until all the British witnesses had been heard. The committee decided to delay other important business before it until the Titanic inquiry had proceeded farther.

Major Peuchen, of Toronto, Canada, a passenger on the Titanic, who was ordered by Second Officer Lightoller to man one of the lifeboats, testified that all ten of his friends with whom he was traveling lost their lives in the wreck.

Senator Smith asked Major Peuchen to tell the story of the voyage, telling of the weather, accidents and whether there was any fire aboard.

"There was no mention of fire," said Peuchen. "And we were all pleased with the trip until the crash. After 11 o'clock I went to my state room. I scarcely was undressed, when I felt a shock. I thought merely that a large wave had struck the ship."

"I put on my coat and went upon deck. I met a friend who said, 'We have struck an iceberg.' We went upon deck and saw the iceberg from the forecast of the ship. Some ice had fallen four or five feet into the water. After a few minutes I went to other friends and said it was not serious. Fifteen minutes later I met Charles M. Hays, of the Grand Trunk Pacific. I asked him, 'Have you seen the iceberg?' He said 'no.' Then I took him up and showed him. Then I noticed the boat was listing. I said to Mr. Hays: 'She is listing; she shouldn't do that.' He said: 'Oh, I don't know. This boat can't sink. He had a good deal of confidence and said no matter what we have struck, she is good for eight or ten hours.'"

"I went back to the cabin deck and met men and women coming up, and looking very serious. I met my friend, Beattie, and asked him what was the matter. Beattie said to me, 'The order is for the lifeboats—it is serious.'"

Could Not Believe It Serious.
"I couldn't believe it at first, but went to my cabin and changed to some heavy clothes."

"The witness said when he got on deck the boats were being prepared for lowering on the port side. 'The women came forward one by one, many accompanied by their husbands.'"

"They would allow only women to get in the boats. Men had to stand back. The second officer stood there and the order was enforced. No men passengers got in that boat."

"Did you see any man attempt to get in?" asked Senator Smith.
"No. The boat was safely lowered. There were about thirty-six or thirty-seven persons in it. Then we turned to the next boat. I was surprised that the sailors were not at their posts, as they should have been. I have seen life drills, and the action of the sailors did not surprise me."

"They seemed to be short of sailors around the lifeboats, where I was. When I came on deck first it seemed to me that about 120 stokers came up with their gunnysacks and crowded the deck."

"One of the officers, a splendid man, drove these men right off the deck. He drove them like sheep."

"When we got to the next boat a quartermaster and sailor were put in, and the boat was then filled with women. We called out for more women, and some would not leave their husbands."

Major Peuchen said that in the lifeboat the quartermaster in charge made a woman row while he held the tiller, and for a light which the major declared did not exist, so far as he could see. The quartermaster refused to turn about and attempt to pick up survivors, said the witness.

"Then we began to hear signs of the breaking up of the Titanic. We heard a sort of a rumbling sound, like the whistles, then a rumbling sound. I think the Titanic's lights were still on. Then there was an explosion, then another. Then the lights went out, and then those dreadful cries. I faintly remember all the women in our boat. At first it was horrible to listen to. But the sounds grew fainter and fainter. I think we were about five-eighths of a mile away."

Explosions Above Water.
He did not see the vessel sink, but his theory was that the explosions were above water, caused by the heavy pressure when the boat started to dive down by the head.

"How many explosions were there?"

"I could not step on my feet!"

"There you see the hard case of Mr. Phillip J. Cornisky of East Mauch Chunk, Pa., as he explains in a letter to The Blood Balm Co. Your case cannot be worse than his."

"I suffered 3 years," he says, "I was run down so bad, the doctors told me I had no hope to be cured. I could find no place on account of my system to put anything before I started to use B.B.B. Today I am well and happy; and able to earn a hundred dollars a month on my motive. Your medicine is so helpful. I gained 25 pounds in two weeks. And I am still gaining. I will recommend B.B.B. to all my friends."

If the druggist can't supply you with B.B.B. write to The Blood Balm Co., Philadelphia or St. Louis.

Don't keep on suffering when real help is at hand.

Just ask for B.B.B.

One of Titanic Victims



FIRST OFFICER MURDOCK. This picture of First Officer Murdoch was sent by him to his cousin, John Sloan, of this city.

asked Senator Smith.

"I think I did. He was standing on the port side on the boat deck about an hour after we struck. I did not see him again until we came aboard the Carpathia."

Room for More in Boats.

The major said there was still room in some boats which left from the port side, and he could not understand why more men were not taken off. Neither could he understand why lifeboats had not kept bodies afloat longer.

"The Carpathia steamed all around the scene of the wreck and we did not see a single body," the major said. "It seems strange to me, as I should think the life belts would have held bodies up dead or alive for four or five hours."

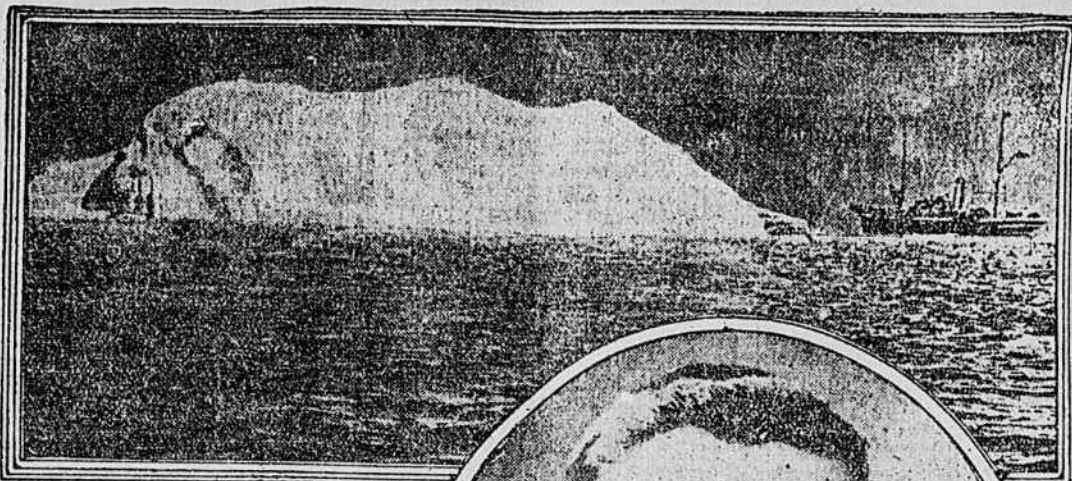
He said he was certain that none could have lived in the icy water more than an hour.

"Several who were in the upturned boat and were rescued, and who had their feet in the water," he said, "kept themselves alive by clenching each other. Their feet were frozen."

Several Senators asked if the fact that there was no general alarm sounded after the collision might account for the failure of many women to appear on the decks in time for the lifeboats. He thought that probable.

Major Peuchen told the committee he thought that if the lookouts on the Titanic had had glasses the ship might

The Cable Ship Mackay-Bennett Approaching an Iceberg



Fifteen More Bodies Are Taken From Water

New York, April 23.—An additional list of fifteen names of persons who perished in the Titanic disaster and whose bodies have been recovered, was made public today by the White Star Line. The list was received in a wireless telegram from the cable ship Mackay-Bennett, which also announced that a total of seventy-seven bodies had been recovered to date. Of the fifteen names, twelve are those of passengers.

The White Star Line this morning made public the following wireless communication giving the names in the additional list of bodies recovered of those who died in the Titanic disaster:

From Mackay-Bennett via steamship Royal George and Cable Race, to Ismay, White Star Line, care Commercial Cable Company, New York:

Following identified to-day (Monday):

- "Mrs. Mack,
- "Mrs. N. McNamee,
- "Cecilia Vassilis,
- "W. Vent,
- "Mrs. Manzan,
- "William Sage,
- "James Carroll,
- "Henry D. Hansen,
- "James Kelly,
- "Thomas Smith,
- "Rita Hale, and
- "W. D. Douglas.

"Douglas has been embalmed. Above all passengers. Have also identified J. H. Rice, assistant nurse, and W. H. Rice, hospital attendant."

Total bodies to date, seventy-seven."

There had been saved from the collision.

"Did you talk with Fleet, the lookout, who was in your lifeboat?" asked Senator Smith.

"Yes, I asked him what occurred. He said he rung three bells and then signaled to the bridge. He said he did not get immediate reply from the bridge, and I heard afterward that the bridge officer was not required to make a reply."

"The quartermaster asked Fleet in the lifeboat if he knew who was on the bridge when he signaled, and Fleet said he did not know."

"From what you observed was there proper discipline on the part of the crew in loading the lifeboats?"

"Those of the crew that I saw working in lowering and lifting the lifeboats could not have been better, but they were too few. I was surprised not to see more sailors at their stations, and also surprised that more people were not put in the boats."

The men had had to practice, the witness said the men of the crew had told him. Major Peuchen read a statement in order to make clear his position, as follows:

"I do not criticize Captain Smith, but I do criticize the policy and method pursued by the company, for I feel sure that in this case caution would have averted a terrible calamity. I have been given credit for saying many things absolutely untrue, and I wish to state that I have not said any personal or unkind thing about Captain Smith."

Officer Pittman's Story.

Third Officer Pittman took the stand and told in detail his experiences of seventeen years on the seas.

"Were you present during the trial tests of the Titanic?" asked Senator Smith.

"Yes, sir, I was on the bridge most of the time."

The witness said that the tests consisted of steaming in circles and performing other evolutions and in adjusting compasses.

"Were there any trials for speed?" he was asked.

"No, sir, I believe they have no such tests on the White Star Line."

"Tell the committee the circumstances of the departure from Southampton."

"We left Southampton at 12:15 P. M. Wednesday, April 10. Nothing exciting happened, except breaking the moorings of the New York, caused by the backwash from our starboard propeller. We got clear and proceeded to Cherbourg."

"How long was the delay?"

"About half an hour."

"What was the weather?"

"Perfect."

"Was it good all the way to the place of the collision?"

"All the way, and no heavy sea."

"Was there a starlit sky?"

"Every night and morning."

Asked to tell his duties when on watch, Pittman said he worked out observations, found deviations of the compass, general supervision around the decks and relieving the bridge if necessary.

"Was it part of your duties to drill the men or go through practice with the men?" asked Senator Smith.

"No, sir, I merely gave instructions."

The witness said boat drills always were held at Southampton and at Queenstown. The Titanic's drill at Southampton, he said, consisted of lowering and lifting two boats.

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It's not my place to talk to the captain."

"Did he talk to you about it?"

"No."

Asked if he saw any ice on Sunday, Pittman said he did not. The fact that the temperature was lower, he said, would not indicate the presence of ice.

"In this country and our country the temperature changes are such that one wants an overcoat one day and cool clothes the next, but that is not due to ice," said Pittman.

Had Seen But One Iceberg.

Pittman declared in all his navigation of the sea he had only seen one iceberg.

Senator Smith suggested that the proximity of ice was indicated in a number of ways, such as the effect on the sky, the change in temperature, the glint of sun or moonlight upon the water. The witness said virtually the only way to discover the proximity of icebergs was to see them. Senator Smith sought to make the witness admit there were other indications.

"Then you are convinced there is no other way of telling?" asked the Senator.

"There is no other way. Science may hold that there are numerous ways, but they've never been demonstrated."

The witness described a 100-foot iceberg in the southern ocean. Neither the temperature of the sea, nor the temperature of air was affected by the great mountain of ice.

Senator Smith asked Pittman if he knew that temperature tests of the water were made every two hours on the Titanic's voyage from Southampton.

"Yes, sir, it was the custom."

"It was more than a custom, was it not? Wasn't it an attempt to discover the nearness of ice?"

"Not that I know of, sir."

"Did you see the quartermaster on the Titanic tell the water?"

"No, but I saw him preparing to do it several times."

"You say the fourth officer reported ice Saturday night and marked on the chart with a cross?" continued the

Senator.

"See any icebergs?"

"No, sir."

"Any freed ice?"

"None at all, sir."

"Did you hear anything about ice Saturday?"

"No, sir."

"Did you hear anything about a wireless message about ice?"

"Yes, I did, either Saturday or Sunday morning, when Mr. Boxhall put it on the chart," Pittman replied.

"Did you talk with Boxhall or Murdoch or Lowe regarding the proximity of the Titanic to ice?"

"I did not, sir."

"Did you talk to the captain?"

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Senator. "Was this mark on the chart on or near the ship's course?"

"As near as I recollect, it was north of our course."

"Time," reiterated statements of others that the Titanic was on her proper course.

"Did you see any ice Monday?"

"Yes. When I was in the lifeboat going to the Carpathia I saw several icebergs. There may have been half a dozen of them."

"Were these bergs high above the water?"

"About 150 feet above the water," "How many of these large icebergs?"

"Really, I couldn't say."

Senator Smith questioned the witness as to his whereabouts on the night of the collision. From 6 to 8 o'clock that evening he said he was on the bridge, after which he went to his berth.

Heard Nothing of Warning.

"Did you hear anything about a warning by the Californian that ice was in the vicinity?"

"No, sir."

"You heard nothing whatever from Second Officer Lightoller or the captain while you were on the bridge that night?"

"No, sir."

He said that the Titanic had been keeping a special lookout for ice on the fatal Sunday. He said it was done because Captain Smith had been "warned" that ice was near.

"Who warned him?" inquired Senator Smith.

"I don't know, sir."

"Well, who told you that he had been warned? Were you told before the disaster or afterward?"

"I cannot remember who told me, and I think it was after the wreck."

"Can you tell what speed the ship was making Sunday evening?"

"About 21 1/2 knots an hour."

"Was that pretty good speed?"

"No, nothing to what we expected her to do."

"How much did you expect?"

"We thought she could reach 24?"

"Were you trying to reach 24?"

"No, because we didn't have the coal for that."

Asked again about the iceberg warnings, Pittman said he did hear about ice on the ship.

"We talked about it among ourselves Sunday night. Lightoller remarked that we should be in the vicinity of ice about his watch."

"Were you all agreed to that?"

"I didn't say anything about it. I wasn't interested in it. I can't remember just who were present. I heard the remark passed, that was all."

Senator Smith inquired on what basis the witness figured the Titanic was making 21 1/2 knots an hour. Pittman said by the log and by the revolutions, which were about seventy-five.

"Did the ship travel faster than that at any time prior to the accident?"

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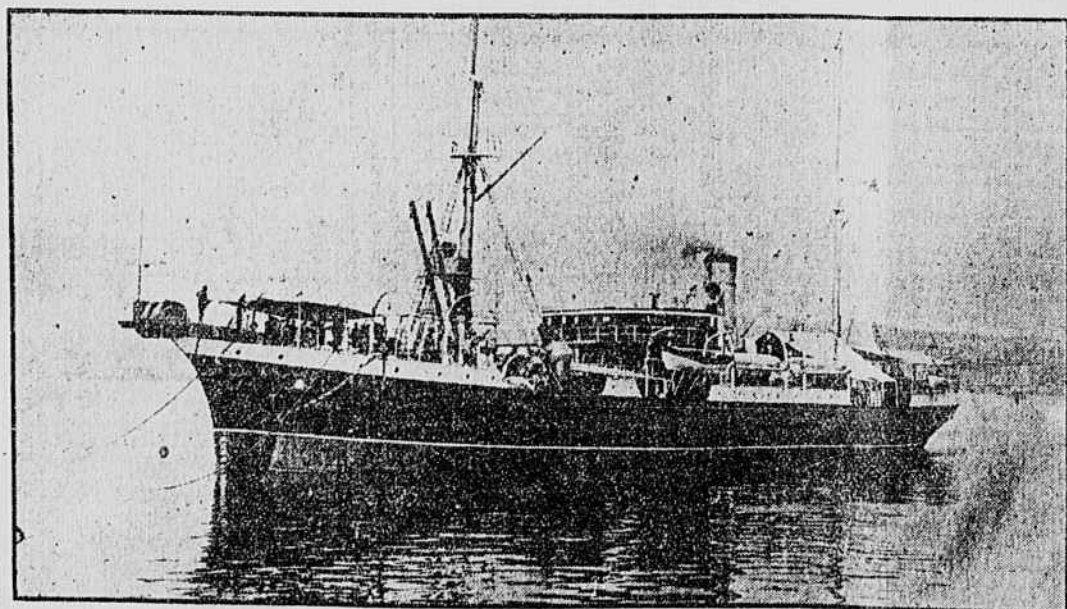
"No, sir."

FOURTH OFFICER WHO TOLD OF SHIP THAT DIDN'T ANSWER



Fourth Officer J. D. Boxhall of the Titanic.

SEARCHING FOR TITANIC VICTIMS



The cable steamer Mackay-Bennett, which has been searching the vicinity of the Titanic disaster, and has recovered many bodies.

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